Two Transit Studies:

Ship Canal Crossing Study,
University District to South Lake Union Transit Study

April 9, 2013

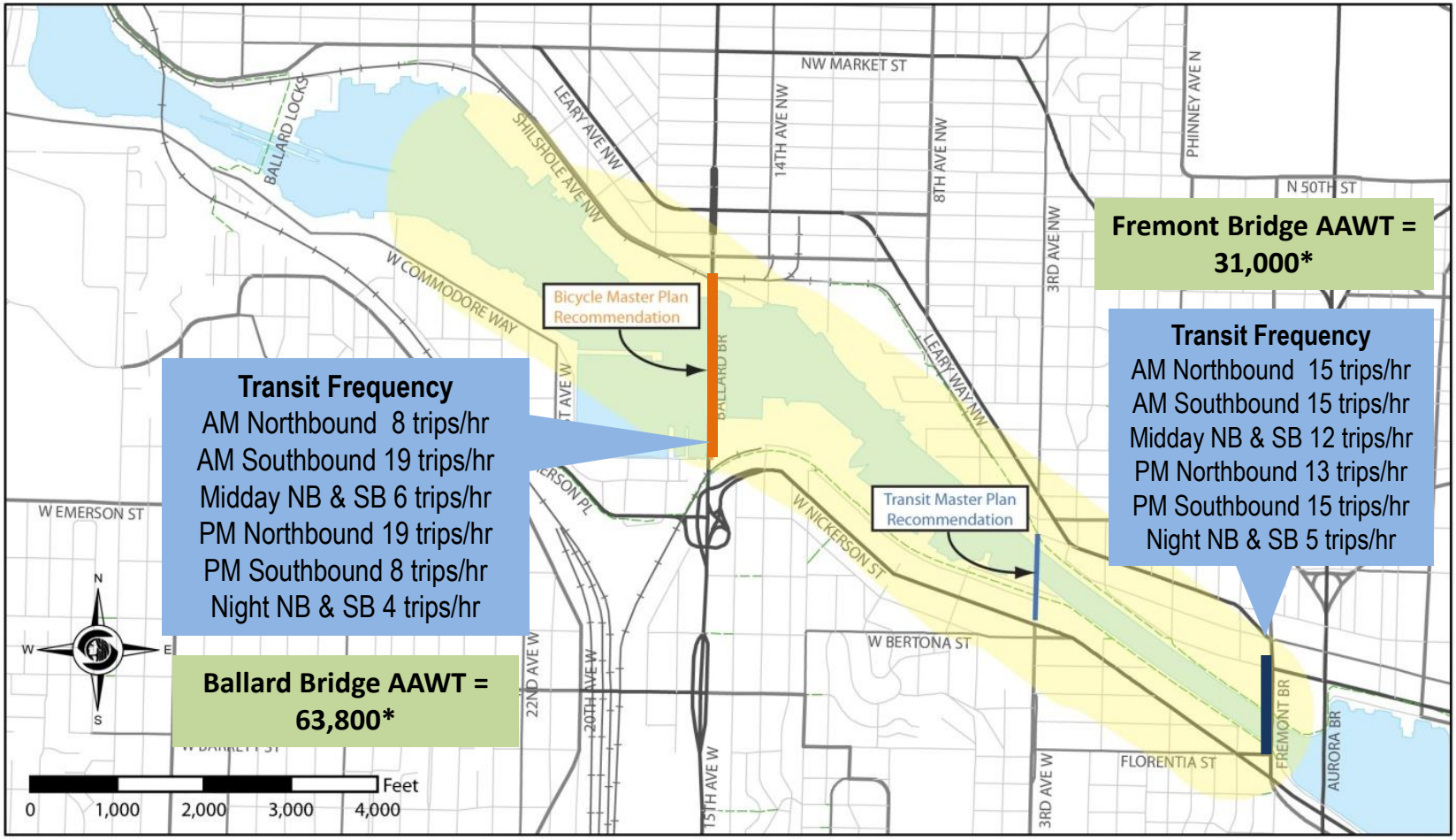
Ship Canal Crossing Study

April 9, 2013

Project Need

- Transit and transportation infrastructure has not kept pace with growth
- Demand on existing bridge crossings has increased for all modes
- Demand for frequent and reliable transit services has increased
- Project identified in Council-adopted plans
  - Transit Master Plan (2012)
  - Pedestrian Master Plan (2009) - calls for all pedestrian bridge crossings to meet minimum standards by 2015
  - Bicycle Master Plan (2007)

Existing Volumes



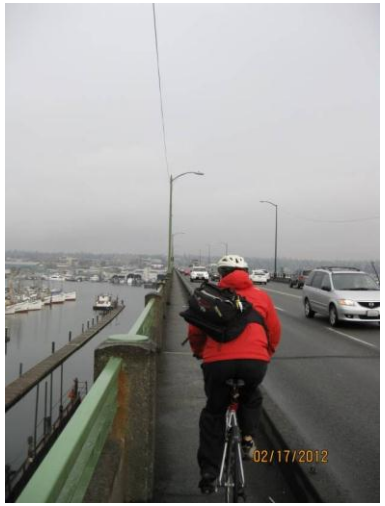
* Annual Average Weekday Traffic data from 2011

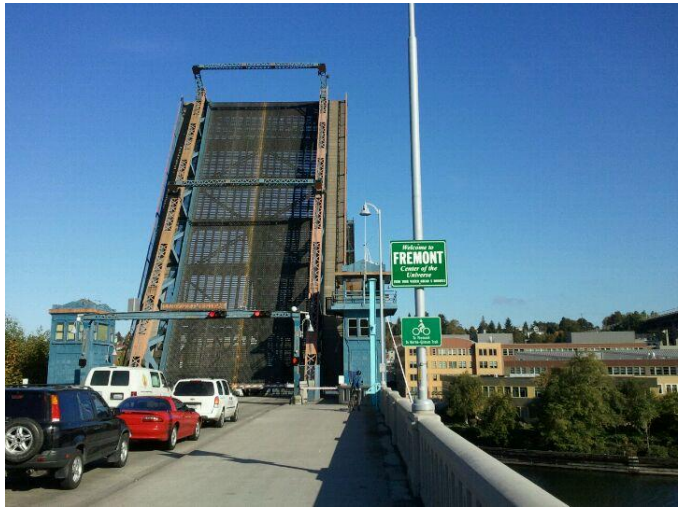
High Growth Areas

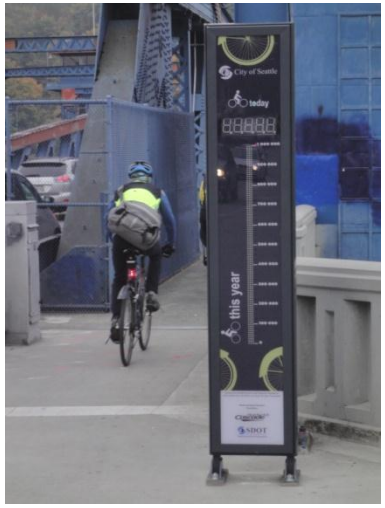
- Ballard Urban Village: exceeded the 2024 residential target of 1,000 new units with 1,485 units build between 2005 and 2012
- Fremont Urban Village: between 2005-2012, achieved 95% of the 2024 residential growth target (476 units built, 500 planned) and 85% of the 2024 employment target (670 jobs out of planned 800)

Existing Choke Points

- Ballard and Fremont bridges are choke points
  - Service interruptions impact pedestrians, bicyclists, transit, freight and cars
  - Congestion impacts transit reliability and delays freight and autos
  - Comments received about the inadequacy of the Ballard Bridge for bicycles and pedestrians during the Bicycle Master Plan update





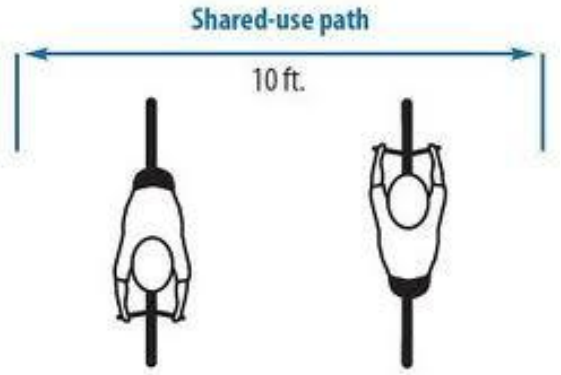


Choke Points / Opportunities

- Seattle is a city of barriers and chokepoints, which also creates opportunities
- When we develop bypasses to choke points, we can provide a competitive travel advantage for specific modes
- By creating an advantage for pedestrians, bikes and transit, we are promoting use of sustainable transportation modes, consistent with the city's values and goals

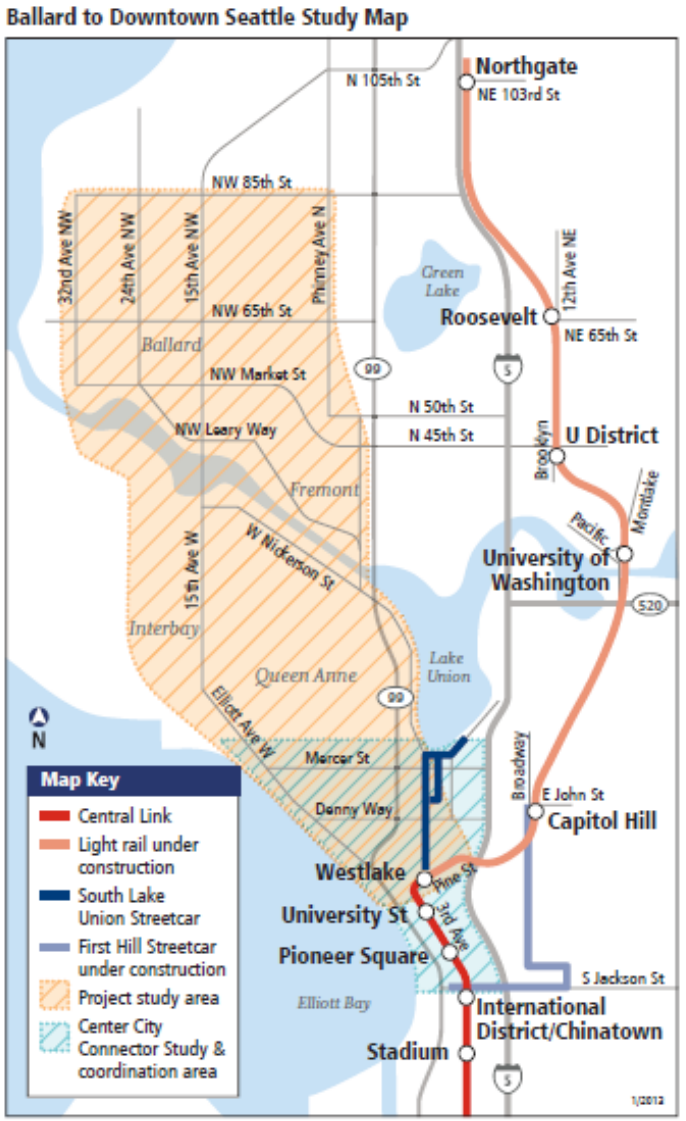
Inadequate Design Standards

- Existing bicycle and pedestrian crossings do not meet minimum design standards
- Minimum width standard for a shared use facility is 10 feet
  - Ballard Bridge = 4 to 5 feet
  - Fremont Bridge = up to 8 feet



Leveraging Opportunity

- Potential opportunity to leverage consultant expertise and timing of a Ship Canal Crossing Study and the ongoing Ballard HCT study
- Timing is in synch with Sound Transit's ST3 corridor and long-range plan updates in 2013/2014

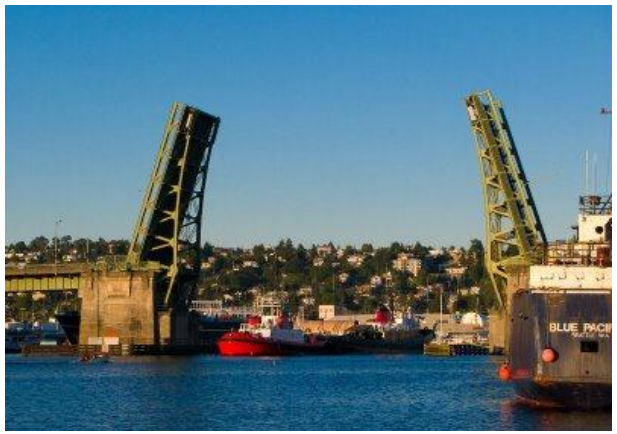


Study Scope and Budget

Proposed Scope:

- Evaluate several crossing concepts and analyze feasibility
- Focus on pedestrian, bicycle and transit needs while considering freight and automobile functions
- Develop conceptual design alternatives and prepare cost estimates
- Coordinate with Seattle TMP and Sound Transit long-range planning

Proposed Budget: $500,000



U District – South Lake Union High Capacity Transit Concept Design

April 9, 2013

Project Need

- Seattle Transit Master Plan identifies 18 priority transit corridors
- Four of the 15 are designated “High capacity transit” (HCT) – with good potential for rail
- Rail, Bus Rapid Transit, or significantly enhanced bus lines will be needed to meet demand on HCT corridors
- Seattle’s highest demand areas include the U District, SLU, and Downtown

U District – SLU Corridor

Corridor 8 Overview

Length: 6.1 miles

New Track Length: 7.6 single-track miles (rail)

Stations: Roosevelt Way/12th Ave NE - 65th St, Ravenna Blvd, 50th St, 45th St, Campus Pkway, Eastlake Ave E - Fuhrman Ave, Lynn St, Aloha St; Westlake Ave - Mercer St, Denny Way, Westlake Hub, 4th/5th Ave - Union/University St, Madison/Marison St, James St, King Street Hub

Average Stop Spacing: 1,700 feet

Key Connections:

- King Street Hub
- Financial District Station

Potential Service Restructuring

- The SLU Streetcar would be folded into the Rapid Streetcar concept.
- Route 70 would be discontinued under all mode options.
- For all modes, Routes 66/67 would operate every 15 minutes throughout the day between UW and Northgate and Route 66 would be converted into Route 67 trips to better serve campus.

U District – SLU bus and rail options

Rail

Enhanced bus

BRT

Existing and projected service and ridership

- Metro Routes 66 and 67 local/express buses
- Metro Routes 70/71/72/73 local buses
- Seattle Streetcar

MODAL COMPARISON					
	Weekday Riders (2030) and Net New Riders	**Total Capital Cost (and Cost Per Mile)**	**Annual Operating Cost**	**Net Operating Cost per Net New Ride**	**Annual GhG Change[1]**
Rail	Up to 25,000 (10,700 net new)	$278M ($46M/mile)	$8.9M	$0.65	-1,565
BRT[2]	Up to 20,000 (7,500 net new)	$88M ($14.6M/mile)	$8.1M	$1.60	-1,185
Enhanced Bus[3]	Up to 15,000 (4,300 net new)	$28 M ($4.6M/mile)	$11.4M	$5.65	-788

[1] Metric tons of CO_2 equivalent

[2] Bus rapid transit combines a rubber-tired transit vehicle with the operating characteristics of a rapid streetcar, including longer stop spacing and use of exclusive right of way.

[3] Enhanced bus assumes a more basic level of improvements and features for existing transit service and generally operates in mixed traffic.

U District - SLU Multimodal approach

- Design will integrate bicycle, pedestrian, freight, and other City plans

Cycletrack

All transit riders are pedestrians, too!

U District - SLU Scope and Budget

Scope:

- Evaluate several crossing concepts and analyze feasibility
- Focus on pedestrian, bicycle and transit needs while considering freight and automobile functions
- Develop conceptual design alternatives and cost estimates
- Coordinate with Metro and with Sound Transit long-range planning

Proposed Budget: $2,000,000:

- Current budget includes $1,000,000 in 2014 and $1,000,000 in 2015
- Mayor McGinn proposes $300,000 to begin design in 2013